

MANY BERLIN RESIDENTS ARE MADE RICH BY WAR

High-Priced Restaurants in German Capital Are Doing Rushing Business.

MONEY IS SPENT LAVISHLY

Large Number of Pianos Are Bought. Theaters Said to Be Far from As Well as at Any Previous Time. Prices of Coffee and Beer Raised.

BERLIN, June 3.—"Alles besetzt" (all full), said a gorgeously uniformed individual standing before the street door of the Friedrichstrasse cafe. The man to whom he spoke had no intention of going in, but he happened to look toward the door as he passed, and the uniformed one had parroted forth his one phrase so many times that the simple glance in his direction sufficed to evoke it again.

The passer-by, however, grew curious, and made a trip through the better parts of the city. This is what he found:

Three better-class cafes with from ten to thirty persons standing outside or in the entrance way, waiting for a table to become vacant.

All other wine or beer restaurants visited in one of the places could be free table for two persons be found. Two others where the doorkeeper announced in advance: "Alles besetzt."

The observer had for months encountered difficulty in finding a table in a leading restaurant having more than 500 tables. In one of the places, under den Linden, the head waiter, had been graciously pleased to let him dine on his promise not to return the table longer than an hour. In another, under den Linden restaurant he had found that it was all but impossible to eat without reserving a table in advance. And these two places are the most expensive ones in all Berlin.

The condition is symptomatic. War, which brings poverty and misery to so many, brings wealth to others. Many persons who had been struggling along with barely more than the necessities of life for years have grown wealthy almost overnight. And they are spending, spending lavishly, spending carelessly. Berlin has become the City of the Spenders.

COFFEE AND BEER

ADVANCE IN PRICE
The crowds that fill the better class places go there in spite of the fact that everything costs more than before the war. Beer is dearer. Even coffee has increased in price. The still considerable stocks of the highest grade French champagnes are finding a bigger sale than ever before. The face of a price increase of 4 to 5 marks a bottle. A prominent German champagne firm recently declared a dividend three greater than that of the preceding year. It was only one dividend contributed by the spenders.

Caviar cost from 15 to 24 marks a pound in peace times in Berlin. Until the recent prohibition of the further import of nonindispensable articles put an end to the business, vast quantities of Astrachan caviar were being sold for prices upwards of 42 marks. Similar conditions existed as to other luxuries.

Dealers in fine porcelains, Oriental rugs, bronzes and antiques generally are doing a flourishing business. There are almost no really fine rugs left among the stocks of the Berlin dealers. None can be secured by import, and the spenders have bought up all that were on hand. A Berlin resident went recently to one of the leading auction-houses in the hope of securing an old Turkish rug at a reasonable price. It sold for 20 per cent more than would have been realized in peace times. The same was true of

other rugs, of jewelry, in fact, of nearly everything offered.

The most fashionable jeweler in Berlin sold to the Associated Press representative:

"We are having great difficulty in keeping abreast of orders. This is, of course, due, in part, to a lack of workmen; but it is due also to an amount of business which—apart from the tourist trade, which is, naturally, altogether lacking—is probably higher than it was before the war. People of a class who never came here before are now buying, and buying good and expensive articles. I have in mind a typical case.

"Before the war a certain woman used to come in once or twice a year and buy some trifling article, rarely paying more than 100 marks. She bargained inveterately, always striving to have the price reduced, and none of us liked to wait on her. She came in last week and asked to be shown some pearl necklaces. She selected one for 30,000 marks, and paid for it in cash, without bargaining. Her husband is a leather dealer.

"Another woman of a similar type has made several large purchases from us. Before the war her husband had a small machine shop, employing three or four hands. He is now running day and night with sixty, and has made 2,000,000 marks."

The leading German diamond mining company will pay for 1915 a 15 per cent dividend against 35 for 1914, although cut off from its mines in German South Africa. The sale at increased prices of its stock on hand in Germany justifies, company officials said.

FASHIONABLE TAILORS

HEADING: A HARVEST
The spenders have been buying pianos. Their children are taking piano lessons. Fashionable tailors are making evening clothes for men who never before felt the need of them, or who could not afford them if they did. A mild winter has not been able to affect seriously the business of the best furrers.

The Associated Press representative asked the head of the largest theater-ticket agency in Berlin about conditions in the theatrical world.

"Absolutely at the top notch," he said. "Our business is every bit as good as at any previous time, if not better. All theaters are doing well. The people seem to have plenty of money, and they are spending it."

This last sentence of the ticket agent appears to sum up the situation. In the nature of things, the number of these spenders—of the people who are benefiting by the war—must be small. Wages for day labor have, it is true, increased greatly, but there are fewer men laborers left to draw them. Reclamation from military service affect chiefly only skilled craftsmen and leaders of undertakings. Hence the day laborers of military age are mainly with the colors. One notes the absence of their custom in the cheaper saloons and beer restaurants, many of which are struggling along with difficulty, and some of which have had to close their doors. But as one ascends the scale, one begins to meet the spenders, and their number increases in direct ratio with the expensiveness of the resorts visited.

GERMAN FLIERS TAUGHT ON RAFTS IN A LAKE

School For Pilots of Zeppelins Far From Shore—Away From Prying Eyes.

LONDON, June 3 (by mail).—In the following article a Daily Mail correspondent gives a description of the training of a Zeppelin pilot.

"Along the shores of Lake Constance, on the German side, there are numerous small islands, all of them of a remarkable similarity in shape. They are huge floating rafts, each of which carries a Zeppelin shed.

"Here, far out from the shore and away from prying eyes, dwells a busy colony of human beings. These are the pilots and the crews of the Zeppelins—skilled mechanics, whose duty it is to overhaul the huge craft and to keep them airworthy. There are also a hundred-odd housewives whose nimble fingers busily stitch at day and night the envelopes; night and day they ply their needles in order that their beloved fatherland may not lack the necessary material. Lastly, there are the youths who are being instructed in the gentle art of flying.

"These latter are for the most part the oldest sons of the noblest German families, their ages ranging from eighteen to twenty-one years. To be related to an officer in the air service is considered a very great honor in Germany. The air service is even thought more desirable than the crack regiments, such as the Death's Head Hussars or the Prussian Guards, the Kaiser's bodyguard.

Where Fliers Are Trained.
"At Friedrichshafen—for the air station is named after the nearest large town on land—the would-be airmen must undergo a course of long and detailed instruction. It matters not whether he is intended for the navy or the army when he enters the central training school for both. The naval wing is by far the larger and does far more active service than sees that of the army.

"The first three weeks he attends a series of lectures; there are the construction, the assembling, fabric manufacturing, navigation and meteorological classes. He must personally make up a portion of fabric, take to pieces and reassemble an engine, 'box' and steer a course by compass. At the end of each month an examination is held, and at the end of the course comes a final examination, in which the candidate must secure 70 per cent of the total number of marks allowed or he will be asked to resign. Needless to state, the average German youth is too keen on his subject to submit to this indignity.

"Having passed this final examination the sublieutenant is permitted, with great rejoicing in his heart, to take part in his first flight. Several of the older types of Zeppelin are reserved for this purpose. The 'quirks,' as they would be called in our own service, are taken up in batches of five under the vigilant eye of an experi-

enced pilot, usually an officer who has taken part in one of the raids on Great Britain. He explains to them the uses of the various parts, such as the rudder, propellers, ailerons and elevators. He shows them the best methods to be employed when rising and descending, and gives them a sound general idea of aerial navigation.

"On their second trip aloft the batch of 'quirks' are allowed to fly the ship unaided by an instructor and to fly unaided for the space of one or two hours. The first three trips having been passed satisfactorily, the great day arrives when the new hand is sent up in command. He is given strict orders not to stray too far afield and always to keep within sight of the sheds.

"Quite recently an unfortunate sublieutenant went up over the lake on his first trip in command. A storm suddenly sprang up; he descended hurriedly to the nearest land, which happened to be an island in the middle of Lake Constance, and was forced to remain there for the night.

"During that time the storm grew in fury. The wind blew up a gale, and despite the combined efforts of the crew the huge ship broke loose, and when the morning dawned she was a total wreck. Her back broken, she was lying half on the shore and half submerged in the waters of the lake. This unfortunate accident ended the pilot's career, for a court-martial found him incompetent, and he was dismissed from the air service.

Practice at Bomb Dropping.

"A very considerable portion of the time spent in training is devoted to the art of dropping bombs. To do this successfully, the young pilot is taught always to have the wind at his back and the bows of his craft pointing directly at the object to be bombed. For this purpose he is provided with a formula minutely worked out which allows for both the speed of the ship and for the direction of the prevailing wind—two factors which influence accuracy in bomb throwing to a very great extent. Skill in aiming is obtained by floating large portions of timber constructed to resemble miniature warships upon the surface of the lake and by approaching them at varying degrees of speed, altitude and direction of wind.

"When sufficient experience has been obtained in bomb dropping the pilot is sent on long trips across the country to learn the secrets of air navigation. The principal route chosen is from Friedrichshafen to Berlin and back, or to Breslau or Hamburg. Then there follows a short spell of flying across the lines. Then, and only then, is the Zeppelin pilot considered capable of conducting a raid across the sea."

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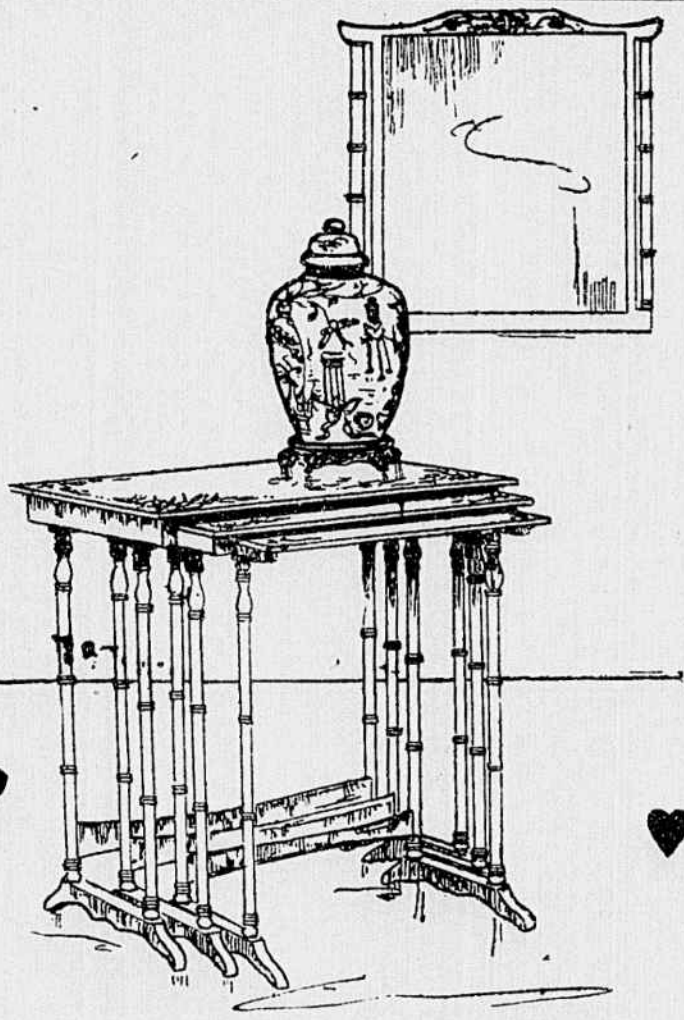
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